

In the previous section we have looked at some of the highlights of 2000. In this section we provide a comprehensive list of the many activities in which TD has been involved throughout the year. We have retained the five section headings which correlate with our roles in Planning, Regulation, Services, Management and Bringing Out the Best in People. Within these major headings our work has been further divided into 25 Action Areas.

規劃 Planning

1. 運輸與環境

近年，社會整體上比從前更關注環保的需要。環保意識與運輸界尤其有重大關係，因為我們的工作在很多方面可對環境造成破壞。車輛會污染我們呼吸的空氣；新建道路，甚至規劃不善的鐵路亦會造成噪音及視覺侵擾。運輸署致力透過各項措施保護環境，在我們的25項重點工作中，均有實施這些措施。在策略性的層面，我們首次在第三次整體運輸研究的模擬工作中加入環境評估措施。在2000年，我們特別著重環保的其他工作包括：

- 實行人優先計劃，以改善行人環境；
- 實施以下措施減少車輛廢氣：採用石油氣的士、在輕型貨車上安裝微粒過濾器，以及在專利巴士上加裝催化轉換器；及
- 就更環保的車輛，例如無軌電車，進行研究。

1. Transport and the Environment

In recent years society as a whole has become much more conscious about the need to protect our environment. This awareness is particularly relevant in the transport field where our actions can result in environmental degradation in many ways. Vehicles have the potential to pollute the air we breathe, whilst new roads and even badly planned railways can introduce both noise and visual intrusion. TD is committed to protecting the environment through its initiatives which can be identified in many of the 25 Action Areas. At the strategic level we have included in our Third Comprehensive Transport Study (CTS-3) Model, for the first time, an environmental assessment facility. Other environmental areas in which we have been particularly active during the year 2000 include :

- improved conditions for pedestrians through pedestrian priority schemes;
- reduced vehicular emissions through initiatives such as LPG taxis, installation of particulate traps on LGVs and introduction of catalytic converters on franchised buses; and
- studies on more environmentally friendly vehicles such as trolley buses.



本港正採用更環保的石油氣的士，以取代柴油的士。
Diesel taxis are being replaced by the more environmentally friendly LPG taxis.

2. 運輸規劃

我們根據第三次整體運輸研究所得的研究結果，在1999年10月發表了《邁步前進：香港長遠運輸策略》，公布我們對運輸規劃的新政策方針。除了提出其他措施外，新策略的重點是將運輸及土地用途的規劃合併，並且更充分運用鐵路，使之成為本港客運系統的骨幹。在過去一年，我們在運輸規劃方面的工作便是依照這些策略進行，目的是適時提供環保而高效率的運輸系統。重點的工作包括：

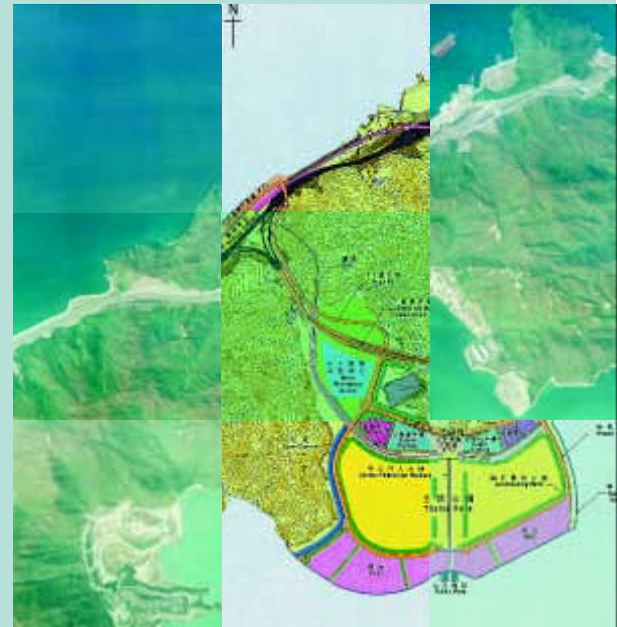
- 以第三次整體運輸研究作為模式，實施策略性公路項目檢討制度；
- 修訂香港規劃標準與準則內的運輸規劃規範；
- 繼續為主要發展計劃，包括香港迪士尼樂園、馬灣及北大嶼山計劃，進行道路及公共運輸規劃的工作；
- 策劃及實施落馬洲跨界通道的改善措施；及
- 設立10個地區交通模擬。

2. Transport Planning

Our new approach to transport planning was promulgated in October 1999 with the issue of "Hong Kong Moving Ahead: A Transport Strategy for the Future" which is based on the findings of the CTS-3. Among other initiatives, the new strategy focuses on better integration of transport and land use planning as well as better use of railways as the backbone of our passenger transport system. Our work over the past year in the area of transport planning has built upon these initiatives, aiming to provide an efficient transport system in a timely and environmentally friendly manner. Particular activities included :

- implemented the Strategic Highway Project Review System using the CTS-3 model;
- revised the transport planning parameters in the Hong Kong Planning Standards and Guidelines;
- continued with the planning of road and public transport for major developments including Hong Kong Disneyland Park, Ma Wan and North Lantau;
- planned and implemented improvements to Lok Ma Chau Crossing; and
- established 10 Base District Traffic Models.

本署人員正在進行運輸策劃的日常工作。
Our staff in their day to day work in transport planning.



香港迪士尼樂園策劃工作正在進行。
Planning is underway for Hong Kong Disneyland Park.



3. 主要運輸基礎設施及發展

我們致力為本港提供一個以鐵路作為骨幹，並以道路交通加以輔助的運輸網絡。年內，我們繼續推行主要鐵路及道路運輸基礎設施，包括進行下列工作：

- 如期進行6項優先鐵路計劃的規劃及實施，包括九廣鐵路西鐵第一期、馬鞍山鐵路、上水至落馬洲延線、尖沙咀支線、地鐵將軍澳支線及鰂魚涌紓緩乘客擠塞工程；
- 為西鐵、馬鞍山鐵路及將軍澳支線鐵路走廊沿線的18個車站物業發展計劃提供交通及運輸方面的意見；
- 為位於西鐵、馬鞍山鐵路及將軍澳支線各個車站的17個公共交通轉車處，進行規劃工作，為乘客提供更方便、安全和舒適的轉車設施；及
- 為主要道路計劃，例如9號幹線（青衣至沙田）、10號幹線（北大嶼山至元朗公路）、11號幹線（中九龍幹線、T2路及西岸公路）及青衣北岸公路，由最初構思以至後期實施階段，提供專業意見，使各項計劃得以依時完成。



錦田附近的西鐵工程。
West Rail under construction near Kam Tin.

3. Major Transport Infrastructure and Development

We are committed to the provision of a transport network with railways as the backbone and roads playing a supporting role. During the year we have continued to push ahead with major rail and road based transport infrastructure, including the following activities :

- proceeded on schedule with the planning and implementation of 6 priority railway projects, including the KCRC West Rail (WR) Phase I, Ma On Shan Rail Link (MOS), Sheung Shui to Lok Ma Chau Spur Line, Tsim Sha Tsui Extension, MTRC Tseung Kwan O Extension (TKE) and Quarry Bay Relief Works;
- provided traffic and transport input to 18 station-related property development projects along the WR, MOS and TKE railway corridors;
- planned public transport interchanges at 17 railway stations of WR, MOS and TKE to enhance mode change with greater passenger convenience, safety and comfort; and
- provided the professional input to support timely delivery of strategic road projects such as Route 9 (Tsing Yi to Shatin), Route 10 (North Lantau to Yuen Long Highway) Route 11 (Central Kowloon Route, T2, and Western Coast Road) and Tsing Ti North Coastal Road from inception to an advanced implementation stage.

4. 研究

正如其他現代化城市一樣，本港需要有完善的運輸系統來促進經濟增長和維持發展。為了達到這個目的，運輸署不斷進行與運輸有關的研究，以改善現有的運輸系統。在這方面，我們目前正在進行有關使用新科技（例如運輸資訊系統）的各項研究，並且因應市民對改善環境的期望，而探討更環保的交通計劃及運輸系統。我們在2000年的工作包括：

- 完成港島北及九龍西區域交通研究；
- 完成電子道路收費系統可行性研究；
- 完成運輸資訊系統可行性研究；
- 完成資訊系統策略研究；
- 展開交通管理及訊息中心工程初步可行性研究；
- 完成三個大型房屋發展用地的交通影響評估研究；
- 策劃另外六個大型房屋發展用地的交通影響評估研究；
- 進行有關其他公共交通服務與新建鐵路的協調問題研究；
- 完成電車使用率研究；
- 完成巴士票價研究；
- 展開在本港引入無軌電車系統可行性研究；及
- 展開第二次泊車需求研究。



4. Studies

As with other modern cities, a good transport system is necessary in Hong Kong to foster economic growth and to sustain development. To this end, TD has been carrying out transport-related studies with a view to improving the existing transport system. Such studies now include investigations on the use of new technologies such as transport information systems and pay full regard to the public aspiration for a better environment, by examining more environmentally friendly traffic schemes and transport systems. Our work in the year 2000 has included :

- completed Hong Kong Island North and Kowloon West District Traffic Study;
- completed the feasibility study on Electronic Road Pricing;
- completed the feasibility study for Transport Information System;
- completed the Information Systems Strategy Study
- commenced the preliminary project feasibility study for Traffic Management and Information Centre;
- completed traffic impact assessment studies for three major housing sites;
- planned traffic impact assessment studies for an additional six major housing sites;
- conducted the Study on the Co-ordination of Other Public Transport Services with the New Railways;
- completed the Tram Utilisation Study;
- completed the Bus Fare Study;
- commenced the feasibility study on Introducing Trolley Bus System in Hong Kong; and
- commenced the Second Parking Demand Study.

制訂的士後座安全帶及流動電話的新法例，
是為促進道路安全而採取的進一步措施。

New laws on taxi rear seat belt and use of mobile phones -
a further step to enhance road safety.



5. 道路安全

儘管香港的道路安全記錄比世界上大多數地方良好，但我們不應自滿。很多交通意外可透過各種措施得以避免，例如更改道路環境，向道路使用者灌輸道路安全知識，實施新規例遏止不良駕駛習慣，以及改善道路設計標準、指引或道路守則，以協助對按照這些標準、指引或守則所建造、維修、使用及管理的環境及車輛實施規管。此外，就在同一地點發生的意外進行詳細分析，往往可發現產生問題的模式，糾正這些問題便可避免部分意外的發生。在2000年內，我們在促進道路安全方面的主要工作包括：

- 實施偵速自動攝影機及衝紅燈自動攝影機系統；
- 禁止駕駛人士在駕駛時使用流動電話；
- 加重對嚴重超速駕駛罪行的罰則；
- 以「危險駕駛」取代「凶莽駕駛」；
- 計劃修訂法例強制車輛在黑暗時使用車頭燈；
- 就服食藥物後駕駛進行檢討；
- 就向公共服務車輛實施安全帶的規定進行檢討；
- 完成北角及紅磡區的交通意外地區研究；
- 完成全面檢討車速限制；
- 實施電單車司機暫准駕駛執照制度；
- 檢討方向指示標誌；
- 檢討交通標誌及道路標記的設計標準、設置及維修保養；
- 採用「前面減速」標誌，以及在快速公路出支路的路口劃設提示性道路標記；
- 檢討進行意外調查的方法；及
- 更新《道路使用者守則》。

5. Road Safety

Hong Kong already has a road safety record which compares favourably with almost anywhere in the world. We cannot however rest on our laurels. Many traffic accidents can be prevented either by altering the road environment, by educating road users, by introducing new regulations to deter bad driving behaviour and by enhancing road design standards, guidelines or codes of practice to help regulate the way in which the environment and the vehicles within it are constructed, maintained, used and directed. Also, analysis of the details of accidents occurring at the same location can often reveal a problematic pattern, the correction of which would lead to the prevention of some accidents.

Our main activities during the year 2000 have included :

- implemented automated speed enforcement and red light camera systems;
- implemented the ban on use of mobile phones by drivers while driving;
- implemented heavier penalties for serious speeding offences;
- replaced "reckless driving" by "dangerous driving";
- planned law revision for compulsory use of vehicle headlamps during the period of darkness;
- commenced a review on drug driving;
- reviewed seat belt requirements for public service vehicles;
- completed area studies of traffic accidents in North Point and Hung Hom;
- completed a comprehensive review on speed limits;
- introduced probationary licences for motorcycle drivers;
- reviewed directional signs;
- reviewed design standards, installation and maintenance of traffic signs and road markings;
- introduced "lowering of speed limit ahead" signs and provided markings at slip road exits from expressways;
- reviewed our approach to Accident Investigation; and
- updated the Road Users' Code.

6. 行人專用區計劃

在銅鑼灣、尖沙咀及旺角實行人專用區計劃，是1999年行政長官施政報告中的一項承諾。在2000年，行人專用區計劃在這些區域實施，獲得市民普遍支持。我們的目標，是在2001年完成上述三區行人專用區計劃的初步階段，並且繼續履行我們為行人提供更高水平服務的承諾，進一步在中環、灣仔、佐敦、深水埗、粉嶺、上水及元朗實行人專用區計劃。我們在2000年的工作包括：

- 在各區進行行人專用區研究，包括尖沙咀、旺角、銅鑼灣、中環、灣仔、佐敦、深水埗及元朗；
- 在銅鑼灣部分地點實施全日行人專用區，並在銅鑼灣另一些地點、旺角及赤柱實施部分時間行人專用區；
- 在尖沙咀、旺角及銅鑼灣實施減低交通流量措施；及
- 策劃進一步在銅鑼灣及中環實施全日行人專用區，並且在西貢、聯和墟、及石湖墟實施部分時間行人專用區；

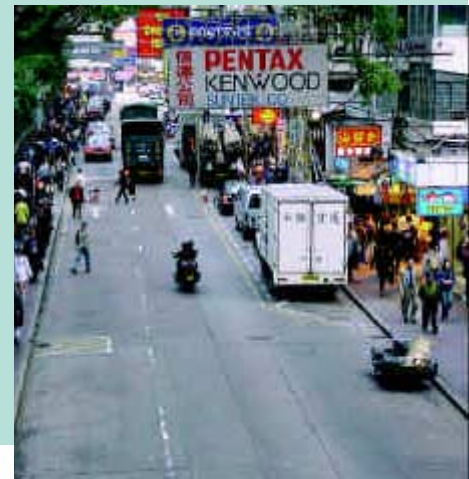
6. Pedestrian Schemes

Pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok were included as one of the commitments in the Chief Executive's 1999 Policy Address. In 2000, the pedestrian schemes in these areas are being implemented with wide public support. We target to complete the initial phases of the pedestrian schemes in the above three areas. As part of our continued commitment to providing an improved level of service for pedestrians, we will pursue pedestrian schemes in Central, Wan Chai, Jordan, Sham Shui Po, Fanling, Sheung Shui and Yuen Long in 2001. In 2000, we have

- carried out pedestrian studies in various areas including Tsim Sha Tsui, Mong Kok, Causeway Bay, Central, Wan Chai, Jordan, Sham Shui Po and Yuen Long;
- introduced full-time pedestrianization in parts of Causeway Bay and part-time pedestrianization in other parts of Causeway Bay, Mong Kok and Stanley;
- introduced traffic calming measures in Tsim Sha Tsui, Mong Kok and Causeway Bay; and
- planned for further full-time pedestrianization in Causeway Bay and Central, and part-time pedestrianization in Sai Kung, Luen Wo Hui and Shek Wu Hui.



銅鑼灣羅素街已實行人環境改善計劃。
A completed pedestrian scheme at Russell Street, Causeway Bay.



經過改善之後的西貢公路／清水灣交匯處。

The Hiram's Highway / Clearwater Bay interchange after improvement.



尖沙咀海防道進行擴闊行人路和美化環境工程工程前(左)後(右)。
Pavement widening and beautification works at Hai Phong Road, Tsim Sha Tsui, before (left) and after (right).



7. 道路改善工程

較小型的道路改善工程雖然沒有大型基本運輸建設工程那麼受人注目，但在為本港提供高效能及效率的道路運輸網絡方面，擔當同等重要的角色。在2000年，我們在這方面的主要工作包括：

- 改善東涌道；
- 擴闊火炭路及介乎南圍與蠔涌之間的西貢公路；
- 改善天水圍32個輕鐵道路交匯處及青山公路（元朗段）的輕鐵運作及交通流量；
- 開始改善東區走廊（介乎北角與西灣河之間的一段）；
- 修改四美街及巴士總站，並實施新安排，以配合連接采頤花園的新通路；
- 改善通往九龍城區的道路；
- 完成東正道的擴闊工程，以供雙程行車；
- 實施海底隧道九龍出口的改善計劃；及
- 擴闊新田交匯處的支路。

7. Road Improvements

Though less glamorous than major transport infrastructure projects, relatively minor road improvements play an equally important role in providing Hong Kong with an effective and efficient road transport network. During the year 2000 our major efforts in this regard have included :

- improved Tung Chung Road;
- widened Fo Tan Road and Hiram's Highway between Nam Wai and Ho Chung;
- improved 32 Light Rail Transit/road junctions in Tin Shui Wai and LRT operation and traffic flow along Castle Peak Road (Yuen Long Section);
- commenced improvement to Island Eastern Corridor (section between North Point and Sai Wan Ho);
- modified Sze Mei Street and bus terminus with new arrangement to cope with new access to Rhythm Garden;
- improved road access to Kowloon City area;
- completed widening of Tung Tsing Road to accommodate two-way traffic;
- implemented improvement schemes at Cross Harbour Tunnel Kowloon exit; and
- widened slip road of San Tin Interchange.

8. 交通管理計劃

我們致力實施各項交通管理計劃，以最具成本效益的方法，改善現有道路網絡的效率、成效及安全。在2000年內，我們在下列地點實施了交通管理計劃：

- 銅鑼灣時代廣場；
- 油塘工業區及觀塘道；
- 紅磡火車站平台；
- 落馬洲跨界通道、德士古道天橋及元朗市中心南；
- 實施交通管理計劃，以便在愛秩序灣、馬鞍山（77區）、愉景灣隧道及連接道路、將軍澳環保大道／照信路天橋及西貢西貢公路／清水灣道天橋開闢新道路；
- 實施交通管理計劃，以便進行地鐵將軍澳支線、九鐵東鐵支線及西鐵的興建工程；
- 青衣橋及青衣北岸公路；
- 尖沙咀的行人隧道；
- 實施交通管理計劃，以便進行擴闊西貢公路及吐露港公路工程，以及西沙路及清水灣道斜坡工程；及
- 在各合適地點，放寬不准停車限制措施，以方便市民及的士業界。

8. Traffic Management Schemes

We are committed to introducing traffic management schemes, which provide the most cost effective way of improving the efficiency, effectiveness and safety of our existing road network. During the year 2000 we have implemented traffic management schemes at the following locations:

- Times Square in Causeway Bay;
- Yau Tong Industrial area and on Kwun Tong Road;
- the podium level of KCR Hung Hom Station;
- Lok Ma Chau Crossing, Texaco Flyover and Yuen Long Town South;
- for the opening of new roads in Aldrich Bay, Ma On Shan (Area 77), Discovery Bay Tunnel Link, flyover at Wan Po Road /Chui Shun Road in Tseung Kwan O, and flyover at Hiram's Highway/Clear Water Bay Road in Sai Kung;
- for construction works of MTR Tseung Kwan O Extension, KCR East Rail Extension, West Rail;
- for Tsing Yi Bridge and Tsing Yi North Coastal Road;
- for pedestrian subways in Tsim Sha Tsui;
- for widening of Hiram's Highway and Tolo Highway and slope works on Sai Sha Road and Clear Water Bay Road; and
- at various locations where no stopping restriction could be relaxed to facilitate the public and taxi trade.



在九廣鐵路紅磡車站的平台層實施交通管理計劃之後，的士得以提供更佳服務。
Taxis can provide better service after the traffic management scheme at the podium level of KCR Hung Hom station.